Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I064_004	**SR69**	Rural Location	Not Analyzed, INDOT District comments that SR 69 extension to interchange will ultimately be 4 lanes to Mt. Vernon. Traffic volumes should be oriented to the south from I-64.	$ -	NA
I064_012	**SR165**	Rural Location	Not Analyzed.	$ -	NA
I064_018	**SR65**	Rural Location	Not Analyzed.	$ -	NA
I064_025	**US41**	Full Study	Interchange is located approximately 10 miles north of Evansville. No improvements needed, however, local intersection to the north and south could create problems for directional ramps. District comments that WB - NB ramp will be aligned to right angle on US 41 in 2001.	$ -	124
I064_029	**I164**	Full Study	The cross road is I-164 to the south and SR 57 to the north. The interchange is a full cloverleaf. The movement from I-64 WB to I-164 SB is the highest volume loop ramp and has a design speed of 50 kph. Adding a directional ramp from I-64 WB to I-164 SB would remove two weaving sections and improve the system ramp design speed. Due to the proximity (north) of Nobles Chaple Rd. the directional ramp would probably be located through the southeast quadrant where a borrow pit and stream are located. Blue Bell Rd bridge over I-164 would probably have to be replaced. R/W would be required in the NE quadrant near I-64 and Ramp C and 50' along Ramp B.	$ 5,000,000	128
I064_039	**SR61**	Rural Location	Not Analyzed.	$ -	NA
I064_054	**SR161**	Rural Location	Not Analyzed.	$ -	NA
I064_057	**US231**	INDOT Projects	To be determined from study documents.	$ -	NA
I064_063	**SR162**	Rural Location	Not Analyzed.	$ -	NA
I064_072	**SR145**	Rural Location	Not Analyzed.	$ -	NA
I064_079	**SR37(S)**	Rural Location	Not Analyzed.	$ -	NA
I064_086	**SR37(N)**	Rural Location	Not Analyzed.	$ -	NA
I064_092	**SR66(N)**	Rural Location	Not Analyzed.	$ -	NA
I064_102	**Gethsemane**	Potential New	Not Analyzed.	$ -	NA
I064_105	**SR135**	Full Study	The interchange is a partial cloverleaf with both loops on the west side. Commercial development, including a motels and restaurants, is adjacent to the northeast, southeast and southwest quadrants. The LNAC Railroad runs on the east side of the interchange, which is why the loops are located on the west side. Development of improvements on the east side would be very expensive due the develoment. Intersection Capacity Analyses of year 2025 traffic volumes indicates that both intersections will operate at LOS F. Proposed improvments include an added right turn lane (2 lanes total) for the EB approach (I-64 WB Loop Ramp) for intersection (1) (north), an added through lane on the SB approach (SR 135) and	$ 5,000,000	12

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			an added NB - WB (I-64 EB loop ramp) left turn lane (2 lanes total) to intersection (2) (south). These improvement may require an additional strip (10') of R/W along the east side of SR 135 and bridge widening (1 lane).		
I064_113	**Lanesville**	Full Study	The WB - SB left turn from ramp C for intersection (1) (north) will operate at LOS F during the year 2025 PM peak hour. Signalizing the intersection will produce LOS B operation.	$ 200,000	115
I064_118	**SR64**	Full Study	The exit and entrance ramps to the east will have to be 2 lanes for a minimum LOS D operation. An added right turn lane (2 total) and left turn lane (2 total) will have to be developed for intersection (1) (north) the WB exit from I-64 (Ramp C). A small strip of R/W (10') may be required along Ramp C for the widening. The SB to EB left turn movement will require 2 left turn lanes at intersection (2) (south). The I-64 bridge over SR 64 will have to be replaced to provide space for widening SR 64. Some additional R/W (20' on the west side) will be required in the southwest quadrant to provide the continuation of the SB through lanes.	$ 5,000,000	66
I064_119	**US150**	Full Study	I-64 west & east of the interchange will have to be widened to 8 lanes to provide a minimum of LOS D operation. Ramps C & B will have to be widened to 2 lanes. Ramp and mainline widening can probably be accomplished with little if any additional R/W in the immediate vicinity of the Interchange. Severe rock cuts along I-64 may require significant construction costs or R/W for mainline widening.	$ 4,000,000	38
I064_121	**I265**	Full Study	I-64 west & east of the interchange will have to be widened to 8 lanes to provide a minimum of LOS D operation. I-64 roadways through the interchange will have to have a minimum of 3 lanes in each direction. All ramps to and from I-265 will have to be 2 lanes. I-265 will have to be widened to 6 lanes to provide a minimum of LOS D operation. Assuming that the interchange configuration remains, ramp and mainline widening can probably be accomplished with little if any additional R/W.	$ 15,000,000	16
I064_123	**Spring**	Full Study	I-64 west and east of the interchange will have to be widened to 8 lanes to provide a minimum of LOS E operation. Ramp C, WB I-64 to NB Elm, will have to be widened to 2 lanes to improve the LOS from E to B. If ramp E is made an add-lane for 4 lanes on I-64 EB, the ramp junction LOS will improve from F to C. Ramps A and D to from Spring to I-64 west will each require 2 lanes to improve from LOS F to B. Adding lanes to I-64 southeast of the interchange may require a 20' strip of additional R/W on both sides to accomodate ramp junction improvements.	$ 6,000,000	26
I065_000	**Market**	INDOT Projects	Not Analyzed.	$ -	NA
I065_001A	**7th**	INDOT Projects	Not Analyzed.	$ -	NA
I065_001B	**10th**	INDOT Projects	Not Analyzed.	$ -	NA

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_001C	**Stansifer**	INDOT Projects	Not Analyzed.	$ -	NA
I065_002	**Eastern**	INDOT Projects	Not Analyzed.	$ -	NA
I065_004	**US 31**	INDOT Projects	Not Analyzed.	$ -	NA
I065_006	**I265**	INDOT Projects	Not Analyzed.	$ -	NA
I065_007	**SR60**	INDOT Projects	Not Analyzed.	$ -	NA
I065_009	**SR311**	INDOT Projects	Not Analyzed.	$ -	NA
I065_016	**Memphis - Bluelick**	Full Study	Currently all roadways operate at LOS C or better. However, as traffic volumes increase, stop delay for intersection approaches will increase and reach LOS F for both intersections by the Year 2025. Adding signal control with minor intersection improvements will improve operations to LOS C or better.	$ 300,000	72
I065_019	**SR160**	Full Study	Ramp C, SB to EB left turns will experience some delay by the year 2025. Adding signal control to the west intersection (1) may be warranted in the future.	$ 100,000	93
I065_029	**SR56**	Full Study	Add an EB left turn lane and NB left turn lane to east signalized intersection (2). No R/W needed.	$ 500,000	95
I065_033	**SR256**	Full Study	No improvements necessary for traffic operations.	$ -	117
I065_036	**US31**	Full Study	Both ramp intersections currently have stop control for Ramps C and F. Stop delay will increase and signal control will be needed by the Year 2025.	$ 200,000	82
I065_041	**SR250**	Rural Location	Not Analyzed.	$ -	NA
I065_049	**US50**	Full Study	Current mainline weaving operates at a good level-of-service. LOS for the mainline will deteriorate to LOS D by the Year 2025. Future consideration for converting the interchange configuration from a full cloverleaf to partial cloverleaf with signalized intersections should be made when other improvements are programmed.	$ 1,000,000	86
I065_055	**SR11**	Full Study	Both ramp intersections currently have stop control for Ramps A and L. No improvements necessary for traffic operations. No R/W would be required.	$ -	116
I065_064	**SR58**	Full Study	Current All-Way stop control at both intersections will have increasing delay and by the Year 2025 will operate at LOS F. Intersection signalization with minor intersection improvements will be required.	$ 300,000	68
I065_068	**SR46**	INDOT Projects	Not Analyzed.	$ -	NA
I065_076	**US31**	Full Study	No improvements necessary for traffic operations.	$ -	102
I065_080	**SR252**	Full Study	No improvements necessary for traffic operations.	$ -	120

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_090	**SR44**	Full Study	Current stop control at the ramp intersections operate at LOS D and C for intersections (1) west and (2) east respectively. By the year 2025 these intersections will operate at LOS F. Adding signal control to the west intersection (1) will be adequate to provide LOS C until the Year 2025. However, the east intersection will require an additional EB left turn lane (2 total) and an additional NB left turn lane, in addition to signal control. Little if any R/W impacts would result from these lane additions.	$ 500,000	41
I065_095	**CR500N**	Full Study	Current stop control at the ramp intersections operate at LOS F for intersections (1) west and (2) east respectively. By the year 2025 these intersections will continue to operate at LOS F. Adding signal control to the west intersection (1) will be adequate to provide LOS C until the Year 2025. However, the east intersection will require an additional EB left turn lane (2 total) and an additional NB left turn lane, in addition to signal control. Little if any R/W impacts would result from these lane additions.	$ 400,000	32
I065_098	**CR750N**	Potential New	Not Analyzed.	$ -	NA
I065_099	**CR950N**	Full Study	Add 2 lanes on CR 950 N thru interchange Add 1 lane to SB Exit Ramp "C" and another at intersection for a double right and single left Add 1 lane to NB Entrance Ramp "B" Add 1 left turn lane and 1 right turn lane to NB Exit Ramp "A" Due to volume reduction on I-65 from the north to the south, Added ramp lanes on I-65 should continue north on I-65 mainline to next interchange Additional lanes on CR 950 N will probably require additional R/W (10' on each side)	$ 3,000,000	30
I065_101	**South County Line**	INDOT Projects	Not Analyzed.	$ -	NA
I065_103	**Southport**	Full Study	Very high volumes at this interchange, particularly between the west leg and north leg, will require 10 lanes on I-65 north of the interchange and 8 lanes on I-65 south of the interchange. Ramps to and from the north will require 3 lanes. Both intersections of the existing diamond interchange will operate at LOS F in the Year 2025. Improvements include changing the interchange configuration to a single point urban design with triple left turns for the EB to NB movement and SB to EB movements. The other left turns can be single left turn lanes. Southport Rd. will have to be widened by one lane in each direction in the vicinity of the interchange. A 10' strip of R/W will be required on both sides of Southport Rd between the intersections north & south of the interchange.	$ 15,000,000	7

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_106	**I465**	Full Study	I-65 north and south of the interchange will operate at LOS F by the Year 2025. The balanced existing traffic volumes on the north and south legs of I-65 are much higher than the balanced traffic volumes for the interchanges to the south (I-65 103) and to the north (I-65 107). The capacity analysis of the existing traffic assumes volumes closer to those calculated for I-65 103 and I-65 107. Adding 1 lane in each direction (8 lanes total) will provide LOS D operation on the north leg and adding 2 lanes in each direction will provide LOS D on the south leg. I-465 east of the interchange will operate at LOS F by the Year 2025. Adding 1 lane in each direction (8 lanes total) will provide LOS D operation. The following improvements at the ramp junction areas will be required:Ramp A, NB I-65 to EB I-465 - 6 lanes on I-65 south of Ramp A, 4 lanes on I-65 north of Ramp A, and 3 lanes on Ramp A for diverge; Ramp A diverge - 2 lanes EB and 2 lanes WB; Ramp A merge - 4 lanes I-465 EB and 2 lanes on Ramp A;Ramp B, WB I-465 to NB I-65 - 5 lanes on I-65 & 2 lanes on Ramp for merge; Ramp L, SB I-65 to EB I-465 - 2 lanesRamp D, EB I-465 to SB I-65 - 2 lanesRamp E, EB I-465 to NB I-65 - Although a 2-lane Loop ramp could accomodate the peak hour flow, a better design would be to change the interchange configuration to fully directional.Ramp G, WB I-465 to SB I-65 - The PM Volume will require that the Loop ramp be replaced with a 2 lane directional ramp.Ramp J, NB to WB I-465 - 3 lanes on I-465 east of merge, 4 lanes west of merge, 2 lanes on Ramp J for merge.Revising the interchange configuration to a fully directional interchange will require 50' of R/W along Ramp B in the northeast quadrant and Ramp D in the southwest quadrant.	$ 20,000,000	3
I065_107	**Keystone**	Full Study	The very high volumes forecasted for Year 2025 will require 8 lanes on I-65, with 2 lanes on all Ramps. Both intersections of the existing diamond interchange are currently estimated to operate at LOS F. Improvements include changing the interchange configuration to a single point urban design with triple left turns for the NB to WB movement and EB to NB movements. The other left turns can be double left turn lanes. Keystone Ave will have to be widened by one lane in each direction in the vicinity of the interchange. A 10' strip of R/W will be required on both sides of Keystone Ave. between the intersections north & south of the interchange.	$ 15,000,000	15
I065_109	**Raymond**	Full Study	The very high volumes forecasted for Year 2025 will require 8 lanes on the south leg of I-65 and 10 lanes on the north leg. Add one lane (total of 3 lanes) to the SB - EB left turn. Add one through lane on Raymond St. in both directions (total of 8 through lanes) The addition of the through lanes on Raymond will require a 10' strip of R/W on both sides, from Shelby St to Boyd Ave.	$ 10,000,000	9
I065_110A	**Morris St.**	Full Study	The very high volumes forecasted for Year 2025 will require 8 lanes on I-65. An additional 15' strip of R/W on both sides will be required in the vicinity of the I-65 bridge over Shelby St. and require acquisition of one or more buildings on both sides.	$ 4,000,000	37
I065_110B	**I70(S)**	Full Study	The interchange study results support the recommendations of the INDOT Route Concept Report dated	$ -	NA

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_111A	**Fletcher/East**	Full Study	March 2000, which recommended additional lanes on I-65 from the south split with I-70 to the north split with I-70. The additional lanes will have little or no R/W impact assuming the liberal use of retaining walls and bridge structures.	$ 90,700,000	20
I065_111B	**Market**	Full Study		$ -	NA
I065_112A	**Michigan St.**	Full Study		$ -	NA
I065_112B	**I70(N)**	Full Study		$ -)	NA
I065_113	**Pennsylvania**	Full Study	Add 1 additional lane in each direction on I-65 from the north split with I-70 to West St. The additional lanes will have little or no R/W impact assuming the liberal use of retaining walls and bridge structures.	$ 5,000,000	21
I065_114	**West**	Full Study	The I-65 north leg will operate at LOS E in the Year 2025. Adding one lane in each direction will achieve LOS D (10 lanes total). The I-65 south leg will operate at LOS F in the Year 2025. Adding one lane in each direction will achieve LOS E operation (8 lanes total). Adding an additional lane in each direction will achieve LOS D operation (10 lanes total). All ramps will operate at LOS F by the year 2025. All ramps should be made 2 lanes which will improve the LOS to D or E. The intersection of the I-65 NB and SB ramps with 11th St. and West St. will operate at LOS F in the Year 2025. Adding the following improvments will provide a LOS D in the AM and LOS E in the PM for the year 2025: * Add 3 lanes to the NB approach on West St. (total of 6 Lanes) with 3 designated for I-65 NB and 3 to I-65 SB. * Add an additional right turn lane to the SB approach (ramps from I-65 NB & SB). An additional 20' strip of R/W may be required along the east side of West St between 10th St and 11th St.	$ 15,000,000	17
I065_115	**21st St**	Full Study	The I-65 north leg will operate at LOS F in the Year 2025. Adding one lane in each direction will achieve LOS E and 2 lanes in each direction LOS D (10 lanes total). The I-65 south leg will operate at LOS F in the Year 2025. Adding one lane in each direction will achieve LOS D operation (10 lanes total) The west intersection will operate at LOS F in the Year 2025. Adding a Right Turn lane to the SB ramp approach (2 total) and a Left Turn lane to the WB 21st St approach will provide a LOS C operation in the Year 2025. An additional 10' strip of R/W may be required along the west side of the SB ramp C between the south top of bank of Fall Creek and the intersection with 21st St.	$ 3,000,000	23

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_116	**30th**	Full Study	I-65 south of the interchange currently operates at LOS D. The statewide model forecasts a growth factor of 1.32 on I-65 which would result in a LOS F operation by the Year 2025. The MPO model does not forecast any growth on I-65 at this location. Adding one lane in both directions would provide LOS E. The ramps to and from the south would have to be improved to 2 lanes each and would achieve LOS C operation. The intersections of the NB ramps with 29th and 30th Streets would have LOS D and E respectively for the Year 2025. Adding an additional through lane on 30th St. would require removing parking on the south side of the street and provide LOS C at the intersection. No additonal R/W would be required for the interchange improvments, if walls are used to facilitate ramp widening.	$ 5,000,000	8
I065_117	**MLKJr**	Full Study	The I-65 north leg will operate at LOS F in the Year 2025. Adding one lane in each direction will achieve LOS E and 2 lanes in each direction LOS D.The I-65 south leg will operate at LOS E in the Year 2025. Adding one lane in each direction will achieve LOS D.The intersections are not signalized and will experience signficant delays for the left turning vehicles (SB Ramp to NB MLK and NB MLK to NB Ramp I-65) in the Year 2025. Adding signal control to both intersections will provide LOS B or better in the Year 2025.	$ 2,200,000	22
I065_119	**38th**	INDOT Projects	Interchange is being reconstructed as part of the I-65 widening project. No analysis made.	$ -	NA
I065_121	**Lafayette**	INDOT Projects	Interchange is being reconstructed as part of the I-65 widening project. No analysis made.	$ -	NA
I065_123	**I465**	Full Study	I-65 south of the interchange is currently being improved to 6 lanes and will operate at LOS D by the Year 2025. The ramps (A & G) from I-65 south leg to and from I-465 north leg will operate at LOS F by the Year 2025. Both of these ramps will require improvement to 2 lanes to achieve a minimum LOS D in the Year 2025. No additional R/W will be required, assuming retaining walls and closed drainage are used to limit R/W requirements.	$ 2,000,000	18
I065_124	**71st**	Full Study	I-65 north and south of the interchange (Northbound) will operate at LOS E by the Year 2025. Adding one lane in each direction, except for the southbound direction south of the interchange that is already 3 lanes, will provide LOS C operation. The west intersection currently has significant delays for the SB to EB left turn, operating under stop control. Both intersections will operate at LOS F by the Year 2025 under stop control. Adding signal control to both intersections and adding a WB lane to 71st St., ending at the WB to SB left turn, will provide LOS C operation at both intersections. No additional R/W is required for the improvements.	$ 2,500,000	34

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I065_129	**I465**	Full Study	Balancing the existing interchange traffic volumes produces high AM peak hour volumes SB on I-65 and indicates a LOS F for the exit to I-465 NW. The actual count volumes are considerably lower and the two lane exit to I-465 probably operates better the capacity analysis indicates. However, the high traffic growth rate projected at this location (1.4 - 1.6) will require 3 lanes in each direction on I-65 to achieve LOS D operation by the Year 2025. The 2 lane exit to I-465 will be adequate for the I-465 traffic. Impovements should not require additional right-of-way.	$ 2,000,000	53
I065_130	**SR334**	Full Study	No improvements necessary for traffic operations.	$ -	89
I065_133	**SR267**	Full Study	No improvements necessary for traffic operations.	$ -	112
I065_138	**Indianapolis**	Full Study	No improvements necessary for traffic operations.	$ -	107
I065_139	**SR39**	Full Study	Traffic volumes are forecasted to increase south of the interchange on I-65 to produce a LOS E. Adding 1 lane in each direction in the median of I-65 may be warranted by the Year 2025. Adding one approach lane for the Ramp NB - EB & WB to provide exclusive right-turn and left-turn lanes will provide LOS D in Year 2025 PM peak hour. The proximity of the frontage roads to the ramp terminal intersections may create future operational problems if additional land development occurs. A single point urban interchange would provide improve intersection spacing. No additional R/W required.	$ 15,000,000	40
I065_140	**SR32**	Full Study	The west intersection of SR 32 and the SB Ramps of I-65 will operate at LOS F by the Year 2025. Adding 1 lane to the SB approach to form 1 left turn lane and 1 right turn lane will improve the traffic operations to LOS D. Adding an additional WB left turn lane to SR 32 will provide a LOS B at the intersection. Impovements should not require additional right-of-way.	$ 200,000	52
I065_141	**US52**	Full Study	The northbound and southbound weaving sections between the currently operate at LOS D or better. However, as traffic volumes grow to Year 2025 levels the SB weave will operate at LOS E and NB weave at LOS F. Adding a lane in each direction within the weaving section will provide LOS D or better in both directions.	$ 1,000,000	71
I065_146	**SR47**	Rural Location		$ -	NA
I065_158	**SR28**	Full Study	In 2025, the current stop control at the west ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 200,000	103

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_168	**SR38**	Full Study	The signalized ramp intersections will operate at LOS E and F by the Year 2025 for the intersections west (1) and east (2) respectively. The statewide model estimates an traffic growth rate of 1.38 for the interchange, whereas the MPO model estimates a growth rate in the range of 2.0 based on a continued growth of industry and commuter traffic growth from the town of Dayton. If the higher growth rate occurs, additional improvements will be needed. The following lane additions will be necessary to achieve LOS C at the both intersections by the Year 2025 based on the statewide model projections. Add 1 through lane to the EB & WB approaches at the west intersection (1). Add 1 through lane to the WB approach and 1 left turn lane to the EB approach at the east intersection (2). The I-65 bridge over SR 38 may have to be modified. No additional right-of-way will be required.	$ 2,000,000	57
I065_172	**SR26**	INDOT Projects		$ -	NA
I065_175	**SR25**	INDOT Projects		$ -	NA
I065_178	**SR43**	INDOT Projects		$ -	NA
I065_188	**SR18**	Rural Location		$ -	NA
I065_193	**US231**	Rural Location		$ -	NA
I065_201	**US24**	Full Study	In 2025, the current stop control at the west ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 200,000	111
I065_205	**US231**	Rural Location		$ -	NA
I065_215	**SR114**	Full Study	The current stop control at the ramp intersections operate at LOS B for both of the intersections. Both intersections will operate at LOS F under stop control by the Year 2025. Signal control will be required at both intersections by the Year 2025 to achieve a minimum LOS C operation. No additional right-of-way will be required.	$ 200,000	62
I065_221	**SR14**	Potential New		$ -	NA
I065_230	**SR10**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: • Add 1 lane to the ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. • Add 1 lane to the ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	80

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_240	**SR2**	Full Study	The current stop control at the ramp intersections operate at LOS F for both intersections. Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation. Add 1 lane to the SB ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. Add 2 left turn lanes to the WB approach on SR 2 and add 1 through lane to the EB approach on SR 2 at the west intersection. Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Add 1 left turn lanes to the EB approach on SR 2 and add 1 through lane to the WB approach on SR 2 at the east intersection. Improvements will probably require bridge modifications, but no right-of-way.	$ 1,000,000	55
I065_247	**US231**	Full Study	The current stop control at the ramp intersections operate at LOS F for both intersections. Signal control will improve the LOS to C or better for both the existing traffic and Year 2025 traffic. No additional right-of-way will be required.	$ 200,000	58
I065_250	**101st**	Potential New		$ -	NA
I065_253	**US30**	INDOT Projects		$ -	NA
I065_255	**61st**	INDOT Projects		$ -	NA
I065_258	**37th**	INDOT Projects		$ -	NA
I065_259	**I80**	INDOT Projects		$ -	NA
I065_261	**E. 15th Ave.**	Full Study	I-65 South of the interchange will operate at LOS E by the Year 2025. Adding 1 lane in each direction will achieve LOS D. Ramp D, I-65 SB entrance ramp, will operate at LOS F in the Year 2025. If 1 lane is added to I-65 SB, Ramp D will operate at LOS C. Both ramp terminal intersections are currently stop controlled and will operate at LOS F by the Year 2025. Adding signal control to both intersections and adding a WB through lane on 15th St at the east intersection, will provide LOS B operation. No additional R/W will be requried.	$ 2,500,000	39
I069_000	**I465**	INDOT Projects		$ -	NA
I069_001	**82nd**	INDOT Projects		$ -	NA
I069_003	**96th**	INDOT Projects		$ -	NA
I069_005	**116th**	INDOT Projects		$ -	NA

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I069_008	**126th**	Potential New		$ -	NA
I069_010	**SR238**	INDOT Projects		$ -	NA
I069_014	**SR13**	Full Study	The current stop control at the ramp intersections operate at LOS B and C for Intersections (1) northwest and (2) southeast respectively. By the year 2025 these intersection will operate at LOS F. Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation. Add 1 lane to the NB ramp approach to the southeast intersection, forming 1 left turn lanes and 1 right turn lane. Add 1 lanes to the SB ramp approach to the northwest intersection, forming 1 left turn lanes and 1 right turn lane. Impovements should not require additional right-of-way.	$ 400,000	54
I069_019	**SR38**	Full Study	The current stop control at the ramp intersections operate at LOS F for the west intersection (1) and LOS C for the east intersection (2). Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation. Add 1 left turn lane to the WB approach on SR 38 at the west intersection. No additional right-of-way will be required.	$ 300,000	59
I069_022	**SR9**	Full Study	The current stop control at the north ramp intersection operates at LOS F. Signal control will be required in the future, plus the following lane additions to achieve a minimum LOS D operation:• Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane.The Improvement should not require additional right of way.	$ 300,000	87
I069_026	**SR109**	Full Study	The current stop control at the north ramp intersection operates at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 200,000	97
I069_034	**SR67**	Full Study	No improvements necessary for traffic operations.	$ -	79
I069_041	**SR332**	Full Study	The current stop control at the ramp intersections operate at LOS F for the west intersection (1) and LOS C for the east intersection. Both intersections will operate at LOS F under stop control by the Year 2025. Signal control will be required at both intersections by the Year 2025 to achieve a minimum LOS C operation. No additional right-of-way will be required.	$ 200,000	61

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I069_045	**US35**	Full Study	By 2025, the north ramp intersection will operate at LOS E and the south ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the SB ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	88
I069_055	**SR26**	Rural Location		$ -	NA
I069_059	**SR22**	Full Study	By 2025, the both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the SB ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	65
I069_064	**SR18**	Full Study	No improvements necessary for traffic operations.	$ -	101
I069_073	**SR218**	Rural Location		$ -	NA
I069_078	**SR5**	Rural Location		$ -	NA
I069_086	**US224**	Rural Location		$ -	NA
I069_096	**I469**	Full Study	No improvements necessary for traffic operations.	$ -	94
I069_099	**Huntington**	Full Study	No improvements necessary for traffic operations.	$ -	138
I069_102	**US24**	INDOT Projects		$ -	NA
I069_105	**SR14**	Full Study	No improvements necessary for traffic operations.	$ -	69
I069_109	**US30**	Full Study	The existing full cloverleaf interchange currently experiences LOS E for the SB weaving area (between loop ramps G & H) in the AM peak hour, which will degrade to LOS F before the Year 2025. The forecasted LOS for I-69 is LOS D, however, that LOS is based on virtually no growth in traffic volumes based on the statewide travel demand model. The MPO has recommended a growth factor of 1.5 for interstate volumes. The actual growth will probably be somewhere between these estimates. If I-69 is improved to 6 lanes, forecasted ramp terminal capacity deficiencies will be relieved. A partial cloverleaf configuration will eliminate the weaving problems and with the existing number of lanes on US 30 achieve LOS C for both signalized intersections.	$ 10,000,000	31

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
			No additional R/W would be required.		
I069_111	**SR3**	Full Study	The existing interchange is a full cloverleaf configuration. The statewide model estimates a modest traffic growth of 1.12 for the interchange as a whole, whereas, the MPO model predicts a growth rate of approximately 1.4. Based on the model predicted growth, the LOS for I-69 mainline and interstate weaving areas will be LOS E by the Year 2025. Adding an additional lane to I-69 through the interchange area will produce a LOS C based on the statewide model growth estimates and LOS D based on the MPO growth estimate.	$ 2,000,000	43
I069_112	**Coldwater**	Full Study	The existing mainline north and south of the interchange will operate at LOS E to F by the Year 2025. Also the SB exit ramp (C) from I-69 will operate at LOS E by the Year 2025. Adding one lane in each direction (total of 6 lanes) on I-69 achieves a minimum LOS D for all roadways. The MPO model indicates a higher traffic growth rate (1.5) than the Statewide model of 1.2. No additional R/W will be required.	$ 2,000,000	44
I069_115	**I469**	Full Study	I-69 and associated interchange ramps currently operate at LOS D or better. I-69 south of the interchange will operate at LOS E to F by the Year 2025. Adding 1 lane in each direction will provide LOS D operation. Ramp D, I-469 WB to I-69 SB, will operate at LOS F in the Year 2025 if lanes are not added to I-69 south of the interchange. If 1 lane is added to I-69 SB, south of the interchange, Ramp D will operate at LOS D in the Year 2025. If Ramp D is improved to 2 lanes, it will operate at LOS C in the Year 2025. No additional R/W will be required for these improvements.	$ 2,000,000	35
I069_116	**SR1**	Full Study	No improvements necessary for traffic operations.	$ -	92
I069_118	**Gump Rd**	Potential New		$ -	NA
I069_126	**CR11A**	Rural Location		$ -	NA
I069_129	**SR8**	Full Study	The current stop control at the east intersection (2) operates at LOS F and the signalized control at the west intersection (1) operates at LOS B. By the year 2025 the east intersection will operate at LOS F. Signal control will be required at the east intersection by the Year 2025, plus the following lane additions to achieve a minimum LOS C: Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Improvements should not require additional right of way.	$ 300,000	64

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I069_134	**US6**	Full Study	Current stop control at the ramp intersections operate at LOS E and C for intersections (1) west and (2) east respectively. By the year 2025 these intersections will operate at LOS F. Adding signal control to both intersections will be adequate to provide LOS C until the Year 2025.	$ 200,000	45
I069_140	**SR4**	Rural Location		$ -	NA
I069_148	**US20**	Full Study	By 2025, the east ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at the intersection. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	106
I069_150	**CR200W**	Full Study	The current stop control at the ramp intersections operates at LOS B and C for intersections (1) north and (2) south respectively. By the year 2025 these intersections will operate at LOS E and F. Signal control will be required at both intersections by the Year 2025. Improvements should not require additional right of way.	$ 300,000	84
I069_154	**SR127**	Full Study	The interchange has 4 stop controled intersections that all currently operate at LOS C or better. By the year 2025 the 3 southerly intersections (Ramps C&D with SR 127; Ramp A & SR 127; and SR 127 & IR 417) will operate at LOS F under stop control. Adding signal control to these intersections a minumum of LOS B operation in the Year 2025.	$ 300,000	42
I069_156	**I80**	Full Study	No improvements necessary for traffic operations.	$ -	105
I069_157	**Lake George Rd**	Rural Location		$ -	NA
I070_001	**US40**	Full Study	No improvements necessary for traffic operations.	$ -	132
I070_003	**Darwin**	Rural Location		$ -	NA
I070_007	**US41**	Full Study	No improvements necessary for traffic operations. Traffic patterns and traffic volumes may be significantly changed by a possible southeast bypass connecting US 41 south with I-70 east, either in conjunction with the extension of I-69 to Evansville or as a separate project.	$ -	46
I070_011	**SR46**	INDOT Projects		$ -	NA
I070_023	**SR59**	Full Study	By Year 2025, the current stop control at the ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	67
I070_037	**SR243**	Rural Location		$ -	NA

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I070_041	**US231**	Full Study	The current stop control at the north ramp intersection operates at LOS F. Both intersections will operate at LOS F by 2025 without improvements. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	74
I070_051	**CR1100W**	Rural Location		$ -	NA
I070_059	**SR39**	Full Study	The current stop control at the westbound ramp intersection operates at LOS F. The eastbound ramp intersection operates at LOS C now, but will operate at LOS F by the Year 2025. Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation. Add 2 lanes to the WB ramp approach to the north intersection, forming 2 left turn lanes and 1 right turn lane. Add 1 left turn lane to the NB approach on SR 39 at the north intersection. Add 2 lanes to the SB approach on SR 39 at the south intersection, 1 through lane and 1 left turn lane. The SR 39 bridge over I-70 will have to be widened by 2 lanes.	$ 1,000,000	48
I070_066	**SR267**	INDOT Projects		$ -	NA
I070_069	**SixPoints**	INDOT Projects		$ -	NA
I070_074	**I465(W)**	INDOT Projects		$ -	NA
I070_075	**AirportExpwy**	Full Study	The I-70 Mainline east of the interchange will operate at LOS E by the Year 2025 and LOS C west of the interchange. An added lane in each direction will achieve LOS D. The ramp WB to Airport Exwy will operate at LOS F by the Year 2025. If the ramp is made 2-lanes, the LOS will be C. No additional R/W will be required.	$ 3,000,000	29
I070_077	**Holt**	Full Study	The I-70 Mainline east and west of the interchange will operate at LOS E by the Year 2025. An added lane in each direction will achieve LOS D. The ramps to and from the east will operate at LOS D. If they are made 2-lane ramps, the LOS will be C. Both intersections will operate at LOS C by the Year 2025 without improvements. No additional R/W will be required.	$ 2,500,000	49
I070_078	**Harding**	Full Study	The I-70 Mainline east and west of the interchange will operate at LOS E by the Year 2025. An added lane in each direction will achieve LOS D. The ramps to and from the east will operate at LOS F. If they are made 2-lane ramps, the LOS will be C. Both intersections will operate at LOS F by the Year 2025 without improvements. An added left turn lane on Ramp H (WB exit from I-70) will produce LOS D at the north intersection. An added right turn lane (2 lanes total) on the SB approach to the south intersection and an added left turn lane (2 total) on the NB approach to the south intersection will produce LOS E in the Year 2025.A 10' strip of R/W will be required on the east side of Harding St. along the south leg of the	$ 10,000,000	14

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
			interchange.		
I070_079a	**West**	Full Study	The I-70 Mainline west of the interchange will operate at LOS E by the Year 2025. An added lane in each direction will achieve LOS D. The ramps to and from the west will operate at LOS F. If they are made 2-lane ramps, the LOS will be C. Both intersections will operate at LOS F by the Year 2025 without improvements. Through traffic on West St. is forecasted by the Statewide Model to nearly double by the Year 2025, whereas the MPO model only predicts a 40% increase. The increase in through traffic on West St. has a significant impact on the ramp terminal intersections. Adding a through lane in both directions on West St. and adding additional turn lanes for the movements to and from the north leg to the west leg, would achieve LOS D operation assuming the MPO growth rate for the interchange. A 10' strip of additional R/W will be required along the east side of SB West and west side of NB Missouri St. for a distance of 500' north from the interchange.	$ 15,000,000	36
I070_079b	**Capitol**	Full Study	No improvements necessary for traffic operations.	$ -	NA
I070_079c	**McCarty**	Full Study	No improvements necessary for traffic operations.	$ -	NA
I070_085	**Rural**	Full Study	I-70 will be operating at LOS F by the Year 2025 . Adding one lane in each direction on I-70 on the west (12 lanes) and east (10 lanes) legs of the interchange will provide a LOS E operation. Additional lanes beyond 12 should probably not be considered unless CD roads with significant R/W requirements are considered. The south intersection currently operates under stop control for the EB ramp. The south intersection will be operating at LOS F by the Year 2025 and should be improved with signal control. An added EB ramp right turn lane (total of 2) should be included in the signal project. No Additional R/W is required for the interchange improvements.	$ 300,000	2
I070_087	**Emerson**	Full Study	By the Year 2025 I-70 will be operating at LOS F. Adding one lane in each direction on I-70 (10 lanes) legs of the interchange will provide a LOS E operation. Additional lanes beyond 10 should probably not be considered unless CD and significant R/W requirements are considered. The WB exit ramp will operate at LOS E by the Year 2025. Adding an additional left turn lane (2 total lanes) will improve the operation to LOS C. The ramps to and from the west should be improved to 2 lanes each, however, the ramp LOS will be determined primarily by the mainline LOS. No additional R/W will be required for the interchange improvements.	$ 4,000,000	28

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I070_089	**Shadeland**	Full Study	The interchange of I-70 & I-465 will be significantly modified in the next few years and those improvements could have a significant effect on the traffic volumes/operations of the I-70 & Shadeland Interchange. The Statewide travel demand model estimates 2.02 growth factor for the south (Shadeland Ave.) leg of the interchange, whereas the MPO model does not indicate any growth. With the estimated statewide traffic growth the signalized ramp intersections will operate at LOS F for the Year 2025. Adding 1 lane to the EB to Shadeland exit ramp (total of 2 right and 2 left lanes at the intersection approach) will improve the LOS to E. Adding a lane to the WB to Shadeland exit ramp (total of 2 right lanes and 1 left lane at the intersection approach) will improve the LOS to D. Following the improvements to the I-70 & I-465 interchange, lane additions will probably be required on the CD Roads, and/or a braided connection for the EB CD road to separate existing weaving movements	$ 30,000,000	1
I070_090	**I465 (E)**	INDOT Projects		$ -	NA
I070_091	**Post**	INDOT Projects		$ -	NA
I070_093	**GermanChurch**	Potential New		$ -	NA
I070_096	**MtComfort**	INDOT Projects	The I-70 west leg will operate at LOS E by the Year 2025. The ramp terminals to and from the west will operate at LOS F by the Year 2025. Adding a lane (3 total) in each direction to I-70 (west leg) will provide LOS D operation and adding a lane (total 2 lanes) to both ramps A & D will provide LOS C operation at the ramp terminals. Both intersections will operate at LOS F by the Year 2025. The following lane additions will provide LOS C operation for the north intersection and LOS D for the south intersection: * Add a left turn lane (2 total) and a right turn lane (2 total) to the EB ramp A approach. * Add a through lane in each direction (total of 2 in each direction) to Mount Comfort Rd through the interchange. * Add a left turn lane (2 total) at the NB approach to the north intersecction. * Add a right turn lane (2 total) at the SB approach to the north intersection. No additional R/W will be needed for these improvements, assuming retaining walls and closed drainage are used.	$ 10,000,000	19

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I070_104	**SR9**	Full Study	The I-70 west leg will operate at LOS D by the Year 2025. The ramp terminals to and from the west will operate at LOS D by the Year 2025. Adding a lane (3 total) in each direction to I-70 (west leg) will provide LOS C operation and adding a lane (total 2 lanes) to both ramps A & D will provide LOS C operation at the ramp terminals. Both intersections will operate at LOS F by the Year 2025. The following lane additions will provide LOS D operation for the north intersection and LOS D for the south intersection: * Add a right turn lane (2 total) to the EB exit ramp A approach to the south intersection. * Add a left turn lane (2 total) at the NB approach to the north intersecction. * Add a right turn lane (2 total) at the SB approach to the north intersection. * Add a right turn lane at the NB approach to the south intersection. No additional R/W will be needed for these improvements, assuming retaining walls and closed drainage are used where needed.	$ 4,000,000	25
I070_115	**SR109**	Full Study	The current stop control at the ramp intersections operate at LOS C for both of the intersections. Both intersections will operate at LOS F under stop control by the Year 2025. Signal control will be required at both intersections by the Year 2025 to achieve a minimum LOS C operation. No additional right-of-way will be required.	$ 200,000	60
I070_123	**SR3**	Full Study	The north intersection currently operates at LOS F. Operations through the south interchange are currently LOS C, both ramp intersections will operate at LOS F by the Year 2025 with stop control. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design.The Improvement should not require additional right of way.	$ 300,000	63
I070_131	**WilburWright**	Rural Location		$ -	NA
I070_137	**SR1**	Full Study	The current stop control at the north ramp intersection will operate at LOS F by Year 2025 with stop control. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 200,000	108
I070_145	**Centerville**	Rural Location		$ -	NA
I070_149	**US35**	Full Study	No improvements necessary for traffic operations.	$ -	104
I070_151	**US27**	INDOT Projects		$ -	NA
I070_153	**SR227**	Full Study	No improvements necessary for traffic operations.	$ -	127
I070_156	**US40**	Full Study	No improvements necessary for traffic operations.	$ -	126

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I074_004	**SR63**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	77
I074_008	**Stringtown**	Rural Location		$ -	NA
I074_015	**US41**	Full Study	No improvements necessary for traffic operations.	$ -	119
I074_025	**SR25**	Rural Location		$ -	NA
I074_034	**US231**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	70
I074_036	**SR47**	Potential New		$ -	NA
I074_039	**SR32**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	85
I074_052	**SR75**	Rural Location		$ -	NA
I074_058	**SR39**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane.	$ 300,000	75

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
			The Improvement should not require additional right of way.		
I074_061	**CR275E**	Rural Location		$ -	NA
I074_066	**SR267**	Full Study	The mainline and ramp terminals will operate at LOS D or better through the Year 2025. The north intersection will operate at LOS F by the Year 2025 and the south intersection at LOS E. The following improvements to the north intersection will provide LOS C for the Year 2025: * Add a SB through lane on SR 267. The following improvements to the south intersection will provide LOS C for the Year 2025: * Add a NB through lane on SR 267. * Add a SB left turn lane (total of 2 left turn lanes) * Add an EB right turn lane A 20' strip of R/W will be required along the east side of SR 267 through the interchange area.	$ 2,000,000	33
I074_070	**Mar-Hend Co. Line**	INDOT Projects		$ -	NA
I074_073	**I465**	INDOT Projects		$ -	NA
I074_094	**I465**	INDOT Projects		$ -	NA
I074_096	**Post Rd**	Full Study	The current stop control at the ramp intersections operate at LOS E and F for Intersections (1) north and (2) south respectively. By the year 2025 these intersection will operate at LOS F. Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation.Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lanes and 1 right turn lane.Add 1 left turn lane to the NB approach on Post Road at the north intersection.Add 1 through lane to the SB approach on Post Road at the north intersection. Add 1 lanes to the EB ramp approach to the south intersection, forming 1 left turn lanes and 1 right turn lane.Add 1 left turn lane to the SB approach on Post Road at the south intersection.	$ 500,000	50
I074_099	**Acton Rd**	Full Study	No improvements necessary for traffic operations.	$ -	122
I074_101	**PleasantView**	Full Study	No improvements necessary for traffic operations.	$ -	121
I074_103	**London**	Rural Location		$ -	NA

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I074_109	**Fairland**	Rural Location		$ -	NA
I074_111	**Michigan**	Potential New		$ -	NA
I074_113	**SR9**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	81
I074_116	**SR44**	INDOT Projects		$ -	NA
I074_119	**SR244**	Rural Location		$ -	NA
I074_123	**CountyLine**	Rural Location		$ -	NA
I074_132	**US421**	Full Study	No improvements necessary for traffic operations.	$ -	130
I074_134	**SR3**	Full Study	No improvements necessary for traffic operations.	$ -	114
I074_143	**CR850E**	Rural Location		$ -	NA
I074_149	**SR229**	Full Study	The current stop control at the north ramp intersection operates at LOS F. Signal control will be required in the future at both intersections to achieve Level of Service D or better. Since turn lanes already exist, any additional channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	73
I074_156	**SR101**	Rural Location		$ -	NA
I074_164	**SR1**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	76

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I074_169	**US52**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the west intersection; forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the east intersection; forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	56
I080_001	**Calumet Ave**	INDOT Projects		$ -	NA
I080_002	**SR152**	INDOT Projects		$ -	NA
I080_003	**Kennedy**	INDOT Projects		$ -	NA
I080_005	**SR912**	INDOT Projects		$ -	NA
I080_006	**Burr**	INDOT Projects		$ -	NA
I080_009	**Grant**	INDOT Projects		$ -	NA
I080_010	**SR53**	INDOT Projects		$ -	NA
I080_013	**Central**	Full Study	No improvements necessary for traffic operations.	$ -	99
I080_015	**US6SR51**	INDOT Projects		$ -	NA
I094_016	**I80**	INDOT Projects		$ -	NA
I094_019	**SR249**	Full Study	The mainline and ramp terminals operate at LOS C or better now and will in the Year 2025 based on an average interchange growth of 1.29. The north Intersection is currently unsignalized and operates at LOS E. The south intersection operates at LOS D. Both intersections will operate at LOS F in the Year 2025 if improvements are not made. Adopting signal control for the north intersection will produce LOS A. Adding an additional right turn lane (2 lanes) and left turn lane (2 lanes) to the EB ramp approach to south intersection will produce LOS C operation.No additonal R/W is required for the improvements.	$ 1,000,000	24
I094_022	**US20**	Full Study	No improvements necessary for traffic operations.	$ -	90
I094_026	**SR49**	Full Study	No improvements necessary for traffic operations.	$ -	78
I094_032	**CountyLine**	Potential New		$ -	NA
I094_034	**US421**	Full Study	No improvements necessary for traffic operations.	$ -	91
I094_040	**US20**	Full Study	No improvements necessary for traffic operations.	$ -	100

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I164_000	**US41**	Full Study	No improvements necessary for traffic operations.	$ -	123
I164_003	**GreenRiver**	Full Study	The current stop control at the north ramp intersection operates at an acceptable level of service, but it will operate at LOS F by 2025 under stop control. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	96
I164_005	**SR662**	Full Study	The current stop control at the east ramp intersection operates at LOS F. Signal control will be required in the future to achieve Level of Service D or better for both ramp intersections. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	98
I164_007	**SR66**	Full Study	No improvements necessary for traffic operations.	$ -	131
I164_009	**SR62**	Full Study	No improvements necessary for traffic operations.	$ -	113
I164_015	**BoonvilleNewHarm**	Full Study	No improvements necessary for traffic operations.	$ -	136
I164_018	**SR57**	Full Study	No improvements necessary for traffic operations.	$ -	134
I265_001	**State**	Full Study	I-265 mainline will operate at LOS F by the Year 2025. Adding 1 lane in each direction, both on the north and south legs, will provide a LOS D operation. Assuming the number of mainline lanes are increased, the ramp terminals will operate at LOS D in the Year 2025. Both intersections will operate at LOS F by the Year 2025. The following improvements will provide LOS C at the northwest intersection (1) and LOS D at the southeast intersection (2). * Add a left turn lane (2 left turn lanes total) to the SB exit ramp C at the west intersection. Add a WB left turn lane at the west intersection * Add a left turn lane (2 left turn lanes total) to the NB exit ramp F at the east intersection. No additional RW is required.	$ 3,000,000	5
I265_003	**SR111**	Full Study	I-265 mainline will operate at LOS E by the Year 2025. Adding 1 lane in each direction, both on the north and south legs, will provide a LOS D operation. Assuming the number of mainline lanes are increased, the ramp terminals will operate at LOS C in the Year 2025. Both intersections will operate at LOS F by the Year 2025. The following improvements will provide LOS D at both intersections. * Add a left turn lane (2 left turn lanes total) to the SWB exit ramp C at the west intersection. * Add a through lane in both directions on SR 111 through the interchange area No additional RW is required, assuming closed drainage is used as necessary to contain R/W requirements.	$ 2,000,000	11

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I265_004	**SR311**	Full Study	I-265 mainline will operate at LOS D by the Year 2025. The ramp terminals will operate at LOS D in the Year 2025. Both intersections will operate at LOS F by the Year 2025. The following improvements will provide LOS D at both intersections. * Add a left turn lane (2 left turn lanes total) to the WB exit ramp C at the north intersection. * Add a left turn lane (2 left turn lanes total) to the NB approach at the north intersection * Add a NB through lane and a right turn lane on SR 311 at the south intersection * Add a right turn lane (2 right turn lanes total) to the EB exit ramp A at the south intersection A strip of RW 20' wide will be required along the east side of SR 311 in the southeast quadrant	$ 2,000,000	27
I265_009	**SR62**	Full Study	The north intersection has stop control for the WB ramp movement and operates at LOS F. Installing signal control at this intersection will provide LOS D or better operation for the Year 2025	$ 100,000	83
I275_002	**US50**	Full Study	Additional left turn lanes for the WB and NB left turns, and an added through lane in the EB direction.	$ 500,000	47
I465NW_002	**Cooper**	INDOT Projects		$ -	NA
I465_002	**US31**	Potential New	I-465 west and east of the interchange will operate at LOS E by the Year 2025. Adding 1 lane in each direction (8 lanes total) will provide LOS D operation. The ramp junctions with I-465, assuming I-465 is widened to 8 lanes, will operate at LOS D. The NB exit from US 31 has a very high Year 2025 AM PHV for the NB to EB and NB to WB movements. The ramp exit NB should be widened to 3 lanes from US 31 with the WB ramp made 2 lanes and the EB ramp 1 or two lanes. A 20 ' strip of R/W along ramp D1 will be required in the southeast quadrant.	$ 5,000,000	10
I465_004	**SR37**	Full Study		$ -	NA
I465_007	**Mann**	INDOT Projects	The existing interchange is a half-diamond with ramps only to the east. Although adding ramps to the west to provide all movements would be desireable, the spacing to the next interchange (I-465_008 SR 67) is less than 1 1/4 miles. R/W impacts for the new ramps would be relatively minor, involving a commercial storage facility. The proximity of Thompson Rd. on the south side of the interchange would be problematic. Although some congestion relief to the SR 67 interchange would be possible, it would not be significant. I-465 will have to be widened to 8 lanes to provide a LOS D operation on the Interstate. The north intersection currently operates at LOS F for the exiting ramp traffic. Signalization of the intersection will provide LOS D operation for existing traffic. The south intersection is signalized and operates at LOS F with existing traffic. Adding an additional SB left turn lane for the south intersection will provide a LOS D for Year 2025 traffic. Adding a lane to the WB exit ramp and signalizing the north intersection will provide a LOS C for Year 2025 traffic.	$ 2,500,000	51

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
			No additional R/W would be needed.		
I465_008	**SR67**	Full Study		$ -	NA
I465_011	**Airport Expwy**	INDOT Projects		$ -	NA
I465_012	**US40**	INDOT Projects		$ -	NA
I465_013	**US36**	INDOT Projects		$ -	NA
I465_014	**10th**	INDOT Projects		$ -	NA
I465_017	**38th**	INDOT Projects		$ -	NA
I465_019	**56th**	INDOT Projects		$ -	NA
I465_021	**71st St**	INDOT Projects		$ -	NA
I465_023	**86th**	INDOT Projects		$ -	NA

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I465_025	**I465(NW)**	INDOT Projects	Although the ramp geometry meets the absolute minimums for direct and semi-direct design speeds, consideration should be given to increasing the design speeds of the semi-direct connections. Ramp "Q" serving the NB to WB movement is forecasted to carry 1,370 vehicles per hour in the Year 2025, and has a design speed of 58 kph. The following ramp conditions and recommendations are made for Year 2025 traffic volumes: * I-465 South of the interchange will require 5 lanes in each direction for LOS D operation. * I-465 East of the interchange will require 5 lanes in each direction for LOS E operation, however, a reduction in truck volume as a percentage of peak hour traffic from 15% to 13% would result in a LOS D operation. * I-465 West of the interchange will not require additional lanes for LOS D operation. * South approach NB, Ramp NB to WB left hand exit - Existing geometry is 3 lanes splitting to 1 (NB-WB) and 2 (I-465 NB-EB), will operate at LOS F. Possible future geometry - 5 lanes NB will split to 2 lanes (NB-WB) and 4 lanes (I-465 NB-EB) would operate at LOS C. Consideration should be given to making the Ramp NB-WB exit on the right side and increasing the turning radius. This would require additional R/W in the southeast quadrant where recent development could be a limiting factor. * East approach WB, Ramp WB left hand exit - Existing geometry is 3-lane WB approach with 2 lanes diverging to the right for I-465 WB-SB traffic and the WB (I-465 NW to I-65) merging to one lane just prior to the diverge point. We assume the lane drop on the WB movement is meant to emphasize that I-465 through traffic has to diverge to the right. Possible future geometry - 5 lanes WB will split to 2 lanes WB and 4 lanes (I-465 WB-SB) would operate at LOS C if the WB split is on the right and LOS F if it is on the left. A 40' strip of R/W will be required in the southeast quadrant and a 40' strip of R/W on north side.	$ 15,000,000	13
I465_027	**US421**	Full Study	During the time period of this study, the interchange has been designed and construction started on improvements in conjunction with improvements along U.S. 421. Lanes are being added to U.S. 421 through the interchange as well as the ramp approaches.	$ -	4

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I465_031	**US31**	Full Study		$ -	NA
I465_033	**SR431**	INDOT Projects		$ -	NA
I465_035	**Allisonville**	INDOT Projects		$ -	NA
I465_040	**56th St**	INDOT Projects		$ -	NA
I465_042	**US36**	INDOT Projects		$ -	NA
I465_046	**US40**	INDOT Projects		$ -	NA
I465_047	**US52**	INDOT Projects		$ -	NA
I465_048	**SR100**	INDOT Projects		$ -	NA
I465_052	**Emerson**	INDOT Projects		$ -	NA
I469_001	**LafayetteCtr**	Full Study	No improvements necessary for traffic operations.	$ -	133
I469_002	**Indianapolis**	Full Study	No improvements necessary for traffic operations.	$ -	140
I469_006	**SR1**	Full Study	The current stop control at the north ramp intersection operates at LOS E. In the future, signal control will be required at both intersections to achieve Level of Service D or better. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	110
I469_009	**Winchester**	Full Study	No improvements necessary for traffic operations.	$ -	137
I469_011	**US27**	Full Study	No improvements necessary for traffic operations.	$ -	125
I469_013	**Marion Ctr**	Full Study	No improvements necessary for traffic operations.	$ -	139
I469_015	**Tillman**	Full Study	No improvements necessary for traffic operations.	$ -	141
I469_017	**Minnich**	Full Study	No improvements necessary for traffic operations.	$ -	142
I469_019	**US30**	Full Study	The current stop control at the west ramp intersection operates at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	135

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I469_021	**US24**	Full Study	The existing unsignalized intersection on the west side of the intersection operates at LOS D and will reach LOS F by the Year 2025. Adding signal control will provide LOS C operation in the Year 2025. However, the statewide model growth rate on US 24 east of the interchange is 1.15, whereas the MPO model is predicting 2.10. The US 24 corridor is being upgraded from Ft. Wayne to Ohio and will potentially produce higher volumes than estimated by the statewide model. Adding an additional lane to the ramp approaches (Ramps F and H) will provide additional capacity at the intersections. If the traffic volumes on US 24 would double by the Year 2025, an added lane in each direction on US 24 through the interchange would be required. No additional R/W would be needed, to develop these improvements. If US 24 is planned as a freeway facility in the future, consideration should be given to improving the interchange as fully directional system interchange without at-grade intersections. The type of improvement would probably required right-of-way in the northwest and southeast quadrants for directional ramps (with costs in the range of 20 - 30 million dollars)	$ 200,000	118
I469_025	**SR37**	Full Study	By 2025, the north ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at this intersection. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	129
I469_029	**Maplecrest**	Full Study	By 2025, the north ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at this intersection. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	109
			Total Planning Estimate	$ 399,700,000	